the 8th mile of the Atirampuzha-Lalam road, constructed by the people eight years ago, the village road from the 117th mile of the Main Central Road to Uzhavur and the village road from Piravam-Ramapuram road taking along Alapuram, Monipalli, Uzhavur and other places, should be rendered fit for cart traffic.

The canal from Kudappalam coursing through Arikkara, Veliyannur and other places reached Vettikkamukku. It was very useful both as a water-way and as an irrigation channel. But it was now silted up. It was therefore necessary to deepen it and the bends made easier so as to prevent damages to the banks from floods.

The people of Kuravalangad had to go either to Atirampuzha or Kuttattukulam, ten miles away, for medical aid and to Ettumanur and Kadutturutti for registering their deeds. A dispensary and a sub-registrar's office should therefore be established at that place.

Kidangur also was an important place. A sub-registrar's office there was indispensable.

Uzhavur *pakuthi* was within the jurisdiction of the Ettumanur Magistrate. In other matters, it went along with Minachil. It was therefore desirble to re-transfer the *pakuthi* to the jurisdiction of the Minachil Magistrate's court.

The people of Minachil were hard pressed for want of cultivable land. It would be a great benefit to them if Kalaketti, Nurumala and Ramapuram reserves were disafforested for purposes of cultivation.

The village road from Minachil Taluk Cutcherry to Puliyannur camp-shed should be made a cart road. This was urgently necessary because the section of the Atirampuzha-Lalam road between Puliyannur and Pala was subject to submersion during the rains when traffic along that road was impossible.

DEWAN'S REPLY: Mr. Joseph Thomas, the first two points regarding a bridge across the Minachil river and the First Class Magistrate's court have already been disposed of in my reply to the previous speaker.

2. In the matter of fish and vegetable markets at Pala bazaar, it seems to me that there are two parties at Pala who are squabbling as to whether the markets should be in juxta-position to each other or separately held or whether the one should be held and the other abandoned. A deputation waited upon me in regard to this very thing and I have taken notes of the matter for consideration, and possibly, I may have to come there myself to see it. I hope it will not be necessary for me to go and tell the people where they should buy their vegetables or where they should buy fish.

3. As regards the bathing *ghat*, the Chief Engineer considers it necessary, and he has already taken steps to provide one alongside the bridge.

4. You are not the only one that has asked for permission to remove the burning ground. The Peishkar has taken the matter up, and if a suitable place acceptable to the Brahmins of the place is found, the change will be effected.

5. The conversion of the Lalam-Kozha road has been slightly delayed owing to land acquisition proceedings. The work will be proceeded with and the construction of two bridges will also be taken in hand soon.

6. As regards the establishment of a Dispensary at Kuravalangad, the Administrative Board, Medical Services, have recommended it. They will settle the details and address the Government in due course.

7. The question of a sub-registrar's office at Kidangur will be considered.

8. Some of the remaining points have already been answered in reply to another Member. In regard to the rest, their consideration has to lie over.

140. Needs of the Shertallai taluk.

MR. K. PARAMESVARA PANIKKAR (*Member, Shertallai taluk, Group I*) said that the Alleppey-Shertallai canal which cost the Government lakhs of rupees had been abandoned without any benefit either to the people or to the

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Government. But the scheme might again be worked after constructing the necessary road and deepening and improving the existing cross canals. These were the Madayantodu, Muppiritodu, Puttentodu, etc. A main road running through the heart of Shertallai would not be so serviceable as these cross canals for agricultural purposes and this was a matter which had been recommended by the Economic Development Board. They should therefore be deepened and improved.

Shertallai was urgently in need of a net-work of roads. Roads connecting Shertallai and Arur and Arur and Arukutti with Muhamma had already been sanctioned. The work in respect of these should be pushed through. The Alleppey-Shertallai road should also be provided for in the next year's budget.

The unhealthy nature of the town demanded a well-equipped hospital. The compound of the dispensary should be enclosed by walls. There were no separate rooms for compounding and dispensing. There was no waiting room for the patients. Nor was there any separate apartment for dressing. It was done in a portion of the open verandah. The number of in-patient wards was quite insufficient. The 'Pulaya ward' was located in a building which had no ceiling. There were no beds also. The name itself was improper and should no longer be applied to it. The building was away from the main block. It should be dismantled and another structure at right angles to the main block should be put up. The *post mortem* room was too close to the in-patient ward. It should be removed to where the 'Pulaya ward' stood. The operation theatre had no ceiling. It should have a good lamp also.

For the English High School, there were only three L. T.'s as teachers and many of the graduate teachers were inexperienced men. This state of affairs should be remedied.

For want of a First Class Magistrate's court at Shertallai, the people had to cross the Vembanad lake and go to Kottayam. This was a source of great inconvenience. The number of cases going to the First Class Magistrate from Shertallai justified the establishment of a separate court there. The Second Class Magistrate's court might then be shifted to Arukutti, as this was also necessary.

DEWAN'S REPLY: Mr. Parameswara Panikkar, I would have answered you at greater length were it not for the fact that I hope to come some day soon to Shertallai, and I assure you that you have not seen the last of me there.

2. In regard to the Alleppey-Shertallai canal, once abandoned, it has got to be abandoned altogether in the portion not yet taken up, and not, as you suggest, revived in the future. It will be throwing good money after bad to re-open the canal hereafter in the central portion. I for one will take care to see that it is not done.

3. In regard to the Alleppey-Shertallai road, the Chief Engineer informs me that the estimate is ready for improving the main Alleppey-Shertallai road. The estimate comes to Rs. 30,000. He tells me that he will start the work as soon as funds are allotted.

4. Then, we come to the question of cross-canals. The Public Works Department, I think, has already taken up the opening of Puttentodu cross-canal and the Madayantodu. But the cross-canals mentioned by the Economic Development Board will cost a great deal of money, and as you know, the Public Works Department does not like spending large sums of money. Therefore, to make sure that no more money is spent than is absolutely necessary, the Chief Engineer has proposed, in response to the recommendation of the Economic Development Board, the deputation on special duty of an Executive Engineer to carefully investigate the whole question of cross-canals and put a well-considered, economical scheme. That proposal has come up before me, and I hope to pass orders shortly.

5. In the matter of roads you referred to, the Chief Engineer has budgetted during the current year for the following:—

1. Improving and gravelling the road from Shertallai to Arur ... Rs. 4,000
2. Improving and gravelling the road from Shertallai to Arukutti ... Rs. 3,000

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3. Improving and gravelling the road from Tannirmukkam to Muhamma ... Rs. 3,000

4. Improvements to the road from Shertallai to Tannirmukkam ... Rs. 4,000

5. Improvements to the road from Shertallai to Artingal ... Rs. 6,000

MEMBER: Rs. 4,000 is for improving the existing road.

DEWAN: These are existing roads which are going to be improved. Items 4 and 5 are in progress, and estimates have been got ready for 1 to 3. We will have the Alleppey-Shertallai road also proceeded with as also the question of cross-canals; and it should not be long before your country will be in direct road communication with Alleppey.

6. The Administrative Board, Medical Services, has taken up the question of improving your hospital. I am in complete agreement with you when you say that, firstly, it needs more accommodation for in-patients, secondly, it needs something approaching satisfactory accommodation for out-patients, and thirdly, it needs a waiting room. Then you talked of a 'Pulaya ward'. You were not correct in saying that Pulayas are expected to lie on the floor. There are two lines of beds. But I discover one curious fact, and that is that, since the special 'Pulaya ward' has been provided, no Pulaya has become sufficiently ill to come into the hospital for the last two years.

MEMBER: During the harvest season, no Pulaya will come and that is why no Pulayas were seen in the 'Pulaya ward' when you visited it.

DEWAN: In that case, I think the 'Pulaya ward' may be discontinued.

MEMBER: Now there are seven Pulayas in bed.

DEWAN: Then, all right.

MEMBER: The state of the in-patient ward is also unsatisfactory.

DEWAN: That matter will also be taken up and considered.

7. Your next point regarding the educational question will also be considered.

8. So also the question of conversion of the Second Class Magistrate's court into a First Class Magistrate's court with jurisdiction over the whole taluk.

9. But your last proposal to establish a full time Magistrate's court at Arukutti, I regret to say, cannot be entertained as there is not enough work for a Magistrate at Arukutti.

141. Needs of North Shertallai.

MR. K. N. MADHAVAN KARTA (*Member, Shertallai taluk, Group II*) said that the neglected condition of Shertallai taluk in the matter of roads would be clear from the fact that, though the total road mileage in the State was 2,872, and Peermade with a population of 24,000 had 72 miles of road, Shertallai taluk which had a population of 1,61,481 and contributed substantially towards the land revenue and other receipts of the Government, had only 16 miles of road. There was no other taluk in the State which had not less than twice that length of road. In the matter of canals, the condition was not better. The Alleppey-Shertallai canal had been finally abandoned. Circuiting officers seldom visited Shertallai. The ryots had to water cocoanut palms for six months in the year and were further handicapped by lack of communications for transport of the crops.

The northern *pakuthies* of Shertallai, which the Member represented, had no roads at all. The road from Shertallai to Arukutti and Arur should be made cart roads without any delay ; and if the sanctioned allotment is inadequate, there should be no hesitation to grant additional funds.

The Member then enumerated the following works as the most urgent and important, the usefulness of which would be obvious on local inspection, and said that they did not require much outlay:

(i) The repair of the canal from Karalantodu to Penadimuttu so as to make it navigable.

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